

Hong Kong Telegraph

3819

SATURDAY, AUGUST 4, 1894.

THIRTY DOLLARS
PER ANNUM.

Banks.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.
CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE-HOLDERS £800,000
RESERVE FUND £275,000
INTEREST ALLOWED ON CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months..... 5 per cent.
" " 6 " 4 "
" " 3 " 3 "
" " A. C. MARSHALL,
Manager, Hongkong.
Hongkong, 17th May, 1894. [503]

THE MERCANTILE BANK OF INDIA, LIMITED.
AUTHORISED CAPITAL £1,500,000
SUBSCRIBED £1,185,000
PAID-UP £68,500

BANKERS: LONDON JOINT STOCK BANK, LIMITED.
INTEREST ALLOWED ON CURRENT ACCOUNTS at the Rate of 2 per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 Months..... 5 per cent.
" 6 " 4 "
" 3 " 3 "
JOHN THURBURN,
Manager, Hongkong.
Hongkong, 18th June, 1894. [20]

THE NATIONAL BANK OF CHINA, LIMITED.
Authorised Capital £1,000,000
Subscribed Capital £500,000

HEAD OFFICE—HONGKONG.
Court of Directors:—
D. Gillies, Esq. Chow Tung Shang, Esq.
Chan Kit Shan, Esq. Kwan Hol Chuen, Esq.
H. Stolterfoth, Esq.
Chief Manager, GEO. W. F. PLAYFAIR.

BANKERS:—London, Yokohama, Shanghai and Amoy.

BANKERS:—The Commercial Bank of Scotland.
Parris Banking Co., and The Alliance Bank (Ld.).
Interest for 12 months Fixed, 5 per cent.
Hongkong, 16th November, 1893. [7]

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL £2,000,000
CAPITAL PAID-UP £251,093.15.0

BANKERS:—CITY & COUNTRIES BANK, LIMITED.
HEAD OFFICE:—No. 3, PRINCE'S STREET, LONDON.

BRANCHES:—BOMBAY, CALCUTTA, HONGKONG AND SHANGHAI.

AGENCIES:—PENANG, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST,
ALLOWED on CURRENT ACCOUNTS
A and Fixed Deposits can be ascertained
on application.
Every description of Banking and Exchange
business transacted.

CHANTREY INCHBALD,
Manager.
Hongkong, 6th November, 1893. [210]

INSURANCES.

SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

THE Undersigned are prepared to accept FIRE and MARINE INSURANCES on favourable terms.
Current rates, and a guaranteed Bonus equal to that paid by the local Offices.

S. J. DAVID & Co., Agents.
Hongkong, 5th April, 1894. [435]

THE MEIJI FIRE INSURANCE COMPANY, LIMITED, OF TOKYO.

THE AGENCY of the above-named Company having this Day been TRANSFERRED to the Undersigned, they are now prepared to accept RISKS against FIRE at CURRENT RATES.

For the MITSU BUNSEN KAISHA,
K. FUKU, Manager.
Hongkong, 2nd July, 1894. [746]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, LIMITED.

CAPITAL, TAELS 600,000 } £833,333.33.
EQUAL TO £38,000.00
RESERVE FUND £38,000.00

BOARD OF DIRECTORS.

LEE SING, Esq. LO YEEU MOON, Esq.
LOU TSIU, Esq.

MANAGER.—HO AMEL.

MARINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the World.

HEAD OFFICE, 8 & 9, PRAYA WEST, Hongkong, 17th November, 1894. [707]

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED £1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.
HEAD OFFICE
No. 2, QUEEN'S ROAD WEST, Hongkong, 26th May, 1894. [186]

Intimations.

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this CORPORATION will be held at the CITY HALL, Hongkong, on SATURDAY, the 18th day of August, at Twelve o'clock NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Account to 30th June, 1894.
By Order of the Court of Directors,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1894. [186]

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS of SHARES of the CORPORATION will be CLOSED from Saturday the 4th to the 18th day of August, (both days inclusive), during which period no TRANSFER of SHARES can be Registered.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1894. [187]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the OFFICES of the COMPANY, No. 14, Praya Central, on MONDAY, the 20th August, at 3 P.M., for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1894.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th August, both days inclusive.

By Order of the Board of Directors,
D. GILLIES,
Secretary.
Hongkong, 31st July, 1894. [182]

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND at the Rate of TWO AND A HALF PER CENT. (ONE DOLLAR AND TWENTY-FIVE CENTS per Share) for the Six Months ending 30th June, 1894, will be PAID to those Persons, who are Registered as SHAREHOLDERS in the above Company on MONDAY, the 13th August, 1894.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 13th August, both days inclusive.

By Order, WM. MATHISEN,
Acting Secretary.
Hongkong, 27th July, 1894. [224]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of SIX PER CENT. or \$1.00 per Share, DECLARED at the Ordinary Half-Yearly Meeting of Shareholders held this day, will be PAYABLE at the HONGKONG AND SHANGHAI CORPORATION, and after TUESDAY, the 31st instant.

Shareholders are requested to apply at the OFFICE of the COMPANY for WARRANTS.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.
Hongkong, 30th July, 1894. [183]

THE PHARMACY.

FLETCHER & Co. Dispensing and Retail Chemists, Perfumers, Druggists, Sundries and Patent Medicine Vendors.

KEPPEL'S MALT £14.00
KEPPEL'S MALT AND OIL £14.00
SCOTT'S EMULSION £13.00
SCOTT'S EMULSION £13.00

TOILET ACCESSORIES:—Perfume Bottles, Cut Crystal, Combs, Brushes, Sponges, Sponge Pads, Flesh Gloves and Belts.

Perfumes:—Pinsad, Atkinson, Colgate, Ricksecker and Brown Perfumery Co.

Hongkong, 23rd September, 1894. [28]

"DERMATOL."

MANUFACTURED by FAREWERKE, HESCHT, s/m; its effect in stimulating the closing up of WOUNDS, and in internal administration against diarrhoea, is described as amazing.

D. R. KNORR'S LION BRAND ANTIPYRINE.

(DOSE FOR ADULTS IS 15 TO 35 GRAINS TROY.)

Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSPELAS, HOOPING COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the Medical Faculty. Ask for Dr. KNORR'S ANTIPYRINE! Each Tin bears the Inventor's signature "Dr. KNORR" in red letters.

To be had at every reputed Chemist and Druggist.

Supplies constantly on hand at the China Export Import and Bank Companies.

Beware of spurious imitations.

Hongkong, 5th April, 1894. [445]

HOTEL DE LA PAIX.

THE UNDERSIGNED having on the 23rd day of July, 1894, TAKEN OVER the BUSINESS and STOCK-IN-TRADE of the late HOTEL DES COLONIES on SHAMEN, CANTON, are NOT RESPONSIBLE for any DEBT or DEBTS contracted by its FORMER PROPRIETORS. Its Name is now changed into "HOTEL DE LA PAIX" under the Management of Mr. V. A. ROZARIO.

PUN YAN YU, CHOW YOOK PO.

Castries, 31st July, 1894. [185]

Intimations.

LANE, CRAWFORD & CO.

SHIPCHANDLERS, SAIL-MAKERS, &c.

(C.)

SUPPLIES OF ALL KINDS OF
SHIP AND ENGINE STORES
OF BEST BRANDS.

AGENTS FOR—

INTERNATIONAL COMPOSITION FOR SHIPS' BOTTOMS.

PRICE'S SPECIAL ENGINE and CYLINDER OIL.

BELL'S SPECIAL ENGINE AND CYLINDER OILS.

PURE FRESH WATER SUPPLIED!

LANE, CRAWFORD & CO.

Hongkong, 16th July, 1894. [180]

Intimations.

Intimations.

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1895, and with Government Notification No. 288 of 26th July, 1894, the Undermentioned BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 6th August:—

For the CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA, A. C. MARSHALL,

Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION, T. JACKSON,

Chief Manager.

For the BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED, CHANTREY INCHBALD,

Manager.

For the NATIONAL BANK OF CHINA, LIMITED, GEO. W. F. PLAYFAIR,

Chief Manager.

For the MERCANTILE BANK OF INDIA, LIMITED, JOHN THURBURN,

Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE, HONGKONG, EMILE MAYER,

Manager.

Hongkong, 30th July, 1894. [181]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND TAIWANFOO.
THE Company's Steamship

"THALES," Captain H. Birthurst, will be despatched for the above Ports TO-MORROW, the 5th instant, at Daylight.
For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers, Hongkong, 4th August, 1894. [183]

SAILING VESSELS.

FOR NEW YORK.
THE 3/3 L.I. American Bark

"PARAMITA," Soule, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to SHEWAN & Co., Hongkong, 16th June, 1894. [184]

FOR SAN FRANCISCO.
THE 100 A.I. British Ship

"SILBERHORN," Gibbs, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to SHEWAN & Co., Hongkong, 16th June, 1894. [185]

Consignees.

NOTICE TO CONSIGNEES.
CONSIGNEES of Cargo from BOMBAY, TUTICORIN, and COLOMBO, by the Nippon Yusen Kaisha's Steamer "NAGOYA MARU," are hereby informed that their Goods will be Transhipped at SINapore to the British Steamer "AZAMOR," which vessel is expected to leave Singapore for Hongkong about the 10th August.

NIPPON YUSEN KAISHA.
Hongkong, 3rd August, 1894. [184]

PACIFIC MAIL STEAMSHIP COMPANY.
NOTICE.

CONSIGNEES of CARGO for Steamship "PERU."
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
J. S. VAN BUREN, Agent.
Hongkong, 1st August, 1894. [184]

"SHIRE" LINE OF STEAMERS.

Intimations.

DAKIN, CRUCKSHANK & CO., LTD.,
VICTORIA DISPENSARY.

SUMMER DRINKS.

FRUIT SYRUPS,
In Bottles at 75 Cents.

AERATED WATERS.

D. C. & Co.'s

LIQUEUR AND OTHER WHISKIES.

C L A R E T S.

MEDOC.
Per Case, Pints.....\$5.50
Per Case, Quarts.....\$5.00

ST. GERMAIN.

Per Case, Pints.....\$7.50
Per Case, Quarts.....\$7.00

ST. ESTEPHE.

Per Case, Quarts.....\$7.50

DAKIN, CRUCKSHANK &
COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

Hongkong, 14th July, 1894.

A. S. WATSON & CO.,
L I M I T E D.

VEGETABLE & FLOWER
SEEDS.

SEASON 1894-95.

SEED LISTS, with hints for Gardening, are
NOW READY, and Orders are being booked
for delivery on arrival of the Seeds. They will
be executed in the sequence in which they are
received as long as the supply lasts.

EARLY SOWINGS are to be had by Parcel Post
of

CELERI SEED:
SOLID WHITE
MANCHESTER RED
SULHAM'S PRIZE PINK
WRIGHT'S GIANT WHITE
WHITE PLUME;
Also,
CINERARIA:—
MARITIMA
JAMES'S PRIDE.

The above can be sown now and next month
in boxes under cover, protected from ants.

CLAY'S FERTILIZER.
A high-class Fertilizer for Pot Plants and for
use in the Garden generally: it supplies natural
nourishment to the soil, and assists the process
of assimilation, thereby aiding the Plants to
attain to their full size, vigour and beauty.

Sold in Tins containing 10 lbs. each...\$1.75
" " 28 lbs. "...\$4.50
Directions for Use are given on the Label.

RANSOME'S "NEW PARIS"
L A W N M O W E R S,
The Best and Cheapest Machines in the Market.
For Sale at Manufacturers' Prices.

A. S. WATSON & CO., LTD.
THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.

Hongkong, 30th July, 1894.

The Hongkong Telegraph

HONGKONG, SATURDAY, AUGUST 4, 1894.

"GRANNY'S" WAR CORRESPONDENT.

SOMEbody who is alleged to be special
war correspondent in Shanghai to our
grandmotherly morning contemporary
has evidently been making fun of the old
lady! He wires that Captain Galsworthy,
of the lately defunct *Kouwing*, and his
chief officer, Mr. Tamplin, have filed
affidavits with the Japanese consul at
Shanghai "to the effect that the Chinese
troops refused to allow the *Kouwing* to
surrender to the Japanese war-ship
Nanwei; hence the steamer was destroyed."

This extraordinary "special telegram"
opens the door to quite a number of
interesting queries. If Captain Galsworthy
and Mr. Tamplin have filed
affidavits at the Japanese consulate
in Shanghai they must have returned to
that city, and yet that seems hardly
credible, or somebody in the colony would
have heard of it! And why should these
gentlemen, lately belonging to a ship
chartered to the Chinese Government,
have any affidavits to file at the Japanese
consulate? Again, what had the Chinese
troops on board the *Kouwing* to do with
the surrender or non-surrender of the
steamer to the Japanese? Surely that
was the province of the Captain of the
vessel! And what right had the
Japanese cruiser *Nanwei* to demand the
surrender of any steamer flying the
British flag, when war had not been
declared? For not hauling down the
British flag when called upon, the *Kouwing*
was "torpedoed" and close upon 1,500
men drowned, and Capt. Galsworthy and

Chief Officer Tamplin are credited with
having filed affidavits to justify that wanton,
inexcusable and totally uncalled for
outrage on the British flag, against every
principle of international law! On the
face of it such a statement can only be a
meaningless fabrication, a sensational
canard concocted for interested purposes.

The Japanese Government, according
to a statement made in the House of
Commons on the 2nd Inst. by Sir Edward
Grey, Under Secretary of State for Foreign
Affairs, had already offered full reparation
for the *Kouwing* catastrophe, thus practically
acknowledging that a grievous error
had been committed; and nothing is more
certain than that Great Britain will exact
that reparation to its fullest extent. But what
satisfaction is China to get for the loss of
nearly fifteen hundred of her soldiers by
one of the most cowardly and unwarranted
outrages known in modern naval warfare?
To deliberately sink an unarmed merchant
vessel in the manner and under the
circumstances it is alleged to have been
done, was an act of wanton brutality which
is certain to cost the Japanese Government
dear and to alienate from Japan in this
war with China the sympathy and support of
many of her well-wishers. We have
said that Great Britain will exact full
reparation from the Mikado's Government
for this new departure in warfare, but that
will be infinitesimal compared with the
amends which China will demand and
enforce when she has her traditional
victory at her feet.

The whereabouts of the other officers on
board the *Kouwing* at the time of her
destruction, says this most sapient of special
war correspondents, are unknown. A funny
conclusion to this is arrived at in face of the
alleged facts that they were not rescued and
that the steamer is at the bottom of the
sea. However, if a London telegram
published in another part of this issue may
be relied on, and there is no apparent
reason why its accuracy should be doubted,
the German gunboat *Iltis* (not the *Lion*)
witnessed the sinking of the *Kouwing* and
saved a hundred and fifty lives from the
disaster, which number may possibly
include some of the officers.

"SADLER'S Catholic Directory" for 1894, a
publication which purports to be official, gives
the following statistics in regard to the Roman
Catholic Church in the United States:—Arch-
bishops, 16; bishops, 70; priests, 9,686;
churches, 8,512; chapels and stations, 3,795;
colleges, 116; academies, 637; parochial
schools, 3,610; pupils in parochial schools,
758,498; charitable institutions, 615; Catholic
population, 8,806,648.

JOHANN Seydel, the present hangman of
Vienna, is described as a man of versatile talents.
He not only understands his special profession
thoroughly, but is at the same time a virtuous
on the other and a singer of more than ordinary
quality. As a hunter and an athlete he has an
enviable record—and, as if this were not enough,
he has recently gone among the authors, and has
written the memoirs of his uncle, Heinrich Wille-
bacher, and his brother, Rudolf Seydel—both
of them men of remarkable "executive ability"
in their special profession. These books he is
considerate enough not to publish, but to reserve
for his "intimate friends."

LATEST WAR TELEGRAMS.
LONDON, August 3rd.

Committees of Chinese merchants have been
formed throughout China, and are subscribing
large sums to a War Fund.

Capt. Galsworthy, master of the steamer, and
Mr. Von Hanneckin, German military adviser
to the Chinese Government, were saved from
the *Kouwing*.

The German gunboat *Iltis* witnessed the
sinking of the *Kouwing* and rescued 150 men.

The United States of America has undertaken
the protection of the Japanese in China, and of
the Chinese in Japan during the continuance
of the war.

One Spanish and three German cruisers have
been ordered to Korea.

SANTOS DOOM.
The Italian anarchist Santo, who assassinated
President Carnot, has been sentenced to death.

THE WAR IN THE NORTH.

A Chinese telegram received in Hongkong
to day from Shanghai is to the effect that the
Chinese have re-inforced their garrison at Asan
preparatory to pushing forward a strong division
to the southward as soon as the army now
marching on the Japanese position at Seoul, from
the Yalu, passes Pleyong city.

We are informed by wire that during the past
week upwards of 20,000 Japanese troops have
been landed at Fusan and Gensu (Korean,
Wonsan) and were promptly despatched inland
towards Seoul.

At the present time the Japanese must be at
least 40,000 strong in Korea.

The Japanese fleet is patrolling the coast
between Fusan and Chemulpo.

TYPHON WARNING.

The weather forecast issued by the Acting
Director of the Observatory this morning con-
tains the following:—"On the 4th at 10.10 a.m.,
Red North Cone taken down. At 10.47 a.m.,
typhoon entered coast to the north of Foochow
during the night, and it is probably moving west-
ward at present. At 11.05 a.m., barometer rising.

The first of a series of smoking concerts will be
given to-night by the Royal Engineers at the
Wellington Barracks, commencing at 7 o'clock.

The Northern Pacific Co.'s chartered steamer
Siam, which came out of dock recently, will
leave for Tacoma, via Japan ports, next Tuesday.

The Mission steam-launch *Day Spring* will
call alongside vessels hoisting code pennant C,
between 9 and 10.30 a.m. on Sunday, to convey
men ashore to the 12 o'clock service, returning
about 12.30 p.m.

EXCAVATIONS in Oissain le Petit, Department of
the Sarthe, France, have revealed a Gallo-
Roman city, which appears to have been
destroyed by an earthquake. The city probably
contained some thirty thousand inhabitants, but
its name is not known in French history. The
ruins include a great temple, part of which is
still standing; also a theatre and monuments.

There isn't gold enough in the world to make
a discontented man rich.

A THIRD call of fifty cents per share on shares
of the New Balmoral Gold Mining Co., Ltd.,
became due to-day.

A GOOD nurse, a good cause, a good attorney,
a good counsel, good evidence, a good jury and
good luck are the requisites for going to law.

"STRANGE that as soon as a woman arrives at
self-conquest, her first thought is for her
dress."—Helen, on Eve's desire for a fig-leaf.

We are informed by the Agents (Messrs. Gibb,
Livingston & Co.) that the E. & A. S. S. Co.'s
steamer *Catterthurn*, from Australia, left Port
Darwin for this port on the 30th ult.

THE Philadelphia *Maritime Journal* says that
fifty-two tamps are on the pay-roll of the
Wm. Cramp & Sons Ship and Engine Building
Company, and every one of them a master of his
department.

The construction of the new barracks at Kow-
loon for "Our Very Own" Regiment is going on
satisfactorily, and it is expected that in about
eighteen months their new quarters will be ready
for the soldiers.

She—“I shall never forget the night you pro-
posed to me. You seemed scared to death, and
when I said “yes” and kissed you I really think
I touched your heart.”

He—“Very likely; I know my heart was in my
mouth at the time.”

THE science of surgery continues to develop new
wonders. Its latest success is supplying artificial
bones to replace deficient portions of the skeleton.
A Frenchman has for a year or more enjoyed
more than ordinary health with such a substitute
bone in his upper arm. The artificial bone is
made of vulcanite and attached in place with
platinum wire.

We are advised by the Secretary of the Pusan
Mining Company of the receipt of a telegram
from the mines to the effect that—“during the
month of July the mill ran 22 days crushing 900
tons, yielding 33 ounces of gold. The full
breadth of the leot in the bottom drift is 25 feet
with specks of visible free gold, and we think
this will yield an ore-body of considerable
value after driving 60 feet. Have com-
menced driving.”

"SADLER'S Catholic Directory" for 1894, a
publication which purports to be official, gives
the following statistics in regard to the Roman
Catholic Church in the United States:—Arch-
bishops, 16; bishops, 70; priests, 9,686;
churches, 8,512; chapels and stations, 3,795;
colleges, 116; academies, 637; parochial
schools, 3,610; pupils in parochial schools,
758,498; charitable institutions, 615; Catholic
population, 8,806,648.

JOHANN Seydel, the present hangman of
Vienna, is described as a man of versatile talents.
He not only understands his special profession
thoroughly, but is at the same time a virtuous
on the other and a singer of more than ordinary
quality. As a hunter and an athlete he has an
enviable record—and, as if this were not enough,
he has recently gone among the authors, and has
written the memoirs of his uncle, Heinrich Wille-
bacher, and his brother, Rudolf Seydel—both
of them men of remarkable "executive ability"
in their special profession. These books he is
considerate enough not to publish, but to reserve
for his "intimate friends."

LATEST WAR TELEGRAMS.
LONDON, August 3rd.

Committees of Chinese merchants have been
formed throughout China, and are subscribing
large sums to a War Fund.

Capt. Galsworthy, master of the steamer, and
Mr. Von Hanneckin, German military adviser
to the Chinese Government, were saved from
the *Kouwing*.

The German gunboat *Iltis* witnessed the
sinking of the *Kouwing* and rescued 150 men.

The United States of America has undertaken
the protection of the Japanese in China, and of
the Chinese in Japan during the continuance
of the war.

One Spanish and three German cruisers have
been ordered to Korea.

SANTOS DOOM.

The Italian anarchist Santo, who assassinated
President Carnot, has been sentenced to death.

THE WAR IN THE NORTH.

A Chinese telegram received in Hongkong
to day from Shanghai is to the effect that the
Chinese have re-inforced their garrison at Asan
preparatory to pushing forward a strong division
to the southward as soon as the army now
marching on the Japanese position at Seoul, from
the Yalu, passes Pleyong city.

We are informed by wire that during the past
week upwards of 20,000 Japanese troops have
been landed at Fusan and Gensu (Korean,
Wonsan) and were promptly despatched inland
towards Seoul.

At the present time the Japanese must be at
least 40,000 strong in Korea.

The Japanese fleet is patrolling the coast
between Fusan and Chemulpo.

TYPHON WARNING.

The weather forecast issued by the Acting
Director of the Observatory this morning con-
tains the following:—"On the 4th at 10.10 a.m.,
Red North Cone taken down. At 10.47 a.m.,
typhoon entered coast to the north of Foochow
during the night, and it is probably moving west-
ward at present. At 11.05 a.m., barometer rising.

The first of a series of smoking concerts will be
given to-night by the Royal Engineers at the
Wellington Barracks, commencing at 7 o'clock.

The Northern Pacific Co.'s chartered steamer
Siam, which came out of dock recently, will
leave for Tacoma, via Japan ports, next Tuesday.

The Mission steam-launch *Day Spring* will
call alongside vessels hoisting code pennant C,
between 9 and 10.30 a.m. on Sunday, to convey
men ashore to the 12 o'clock service, returning
about 12.30 p.m.

EXCAVATIONS in Oissain le Petit, Department of
the Sarthe, France, have revealed a Gallo-
Roman city, which appears to have been
destroyed by an earthquake. The city probably
contained some thirty thousand inhabitants, but
its name is not known in French history. The
ruins include a great temple, part of which is
still standing; also a theatre and monuments.

THE first of a series of smoking concerts will be
given to-night by the Royal Engineers at the
Wellington Barracks, commencing at 7 o'clock.

The Northern Pacific Co.'s chartered steamer
Siam, which came out of dock recently, will
leave for Tacoma, via Japan ports, next Tuesday.

The Mission steam-launch *Day Spring* will
call alongside vessels hoisting code pennant C,
between 9 and 10.30 a.m. on Sunday, to convey
men ashore to the 12 o'clock service, returning
about 12.30 p.m.

EXCAVATIONS in Oissain le Petit, Department of
the Sarthe, France, have revealed a Gallo-
Roman city, which appears to have been
destroyed by an earthquake. The city probably
contained some thirty thousand inhabitants, but
its name is not known in French history. The
ruins include a great temple, part of which is
still standing; also a theatre and monuments.

THE first of a series of smoking concerts will be
given to-night by the Royal Engineers at the
Wellington Barracks, commencing at 7 o'clock.

The Northern Pacific Co.'s chartered steamer
Siam, which came out of dock recently, will
leave for Tacoma, via Japan ports, next Tuesday.

The Mission steam-launch *Day Spring* will
call alongside vessels hoisting code pennant C,
between 9 and 10.30 a.m. on Sunday, to convey
men ashore to the 12 o'clock service, returning
about 12.30 p.m.

or by other stronger means. The secret of the cure is in good nursing.

This article looks very much like fighting after the battles are over, but it may come useful for next year, as you will certainly have the plague again unless you forbid people to live in badly ventilated ground-floors. The time at my disposal is very little, but I have done what I could. If it is not well done take the GOOD INTENTION.

Canton, and August, 1894.

NAUTICAL RETROSPECTS IN CHINA.

PART I.

The arrival of the famous tea-clipper *Thermopylae* in Shanghai will cause the minds of many old China hands to revert to the fifties, sixties, and the beginning of the seventies, when the annual race home of those superb argosies—the tea-clippers—with the new season's tea, was not only the all-absorbing topic for the time among Europeans throughout the length and breadth of the Flowered Land, but was an event of almost universal interest, at least, so far as the two great maritime countries, Great Britain and the United States, were concerned. Landmen in the Far East were those good old days all more or less connected with shipping, and they generally knew as much about a ship—and those who did not know professed to do so—with the names of her sails and spars, as any of the worthy clippers or East Indian skippers of the orthodox, thorough, sea-dog type with whom they hobnobbed at the hong and mutually drank success to the run home.

The Shanghai river was at that period crowded with British and American sailing ships, the majority of them being magnificent specimens of naval architecture, but somewhat small in comparison to the four or five-masted "cathedrals" that used to be seen almost now-a-days, ranging as they did from 10,000 tons. Since steam asserted its domination and since vessels propelled by steam came into general use, sailing vessels have been set aside to a great degree, but they have not at any time fully abandoned the ocean to the ungraceful steamers. People thought once that the days of sailing-ships were over; but published statistics show that for the past fifteen years they have been annually increasing both in number and tonnage. Lying in Shanghai river to-day are to be seen some of the largest sailing-vessels in the world, and a greater number of them together than have been at this port for a length of time. Of these there are eight British ships aggregating 11,456 tons, four Americans aggregating 6,911 tons—one of which, the *Roanoke*, is herself 3,616 tons—Siam-ese barque of 656 tons, and a Japanese barque.

In the east, as in China, as is well known, great rivalry and competition existed between the British and the Americans as to who should obtain the lion's share of the carrying-trade from China to England as well as to the United States, and for a time—until 1856, at any rate, Brother Jonathan carried the laurels, much to the unshiness of British shipowners, who were for a year or two subsequent to the repeal of the Navigation Laws in 1850 rather a despondent state, and consequent upon the Act coming into force at the beginning of 1850 many of them had sold their ships to foreigners and abandoned the ocean as a field of enterprise altogether.

The American vessels, owing to their excellent sailing capabilities, had the China trade, both to England and the States, in their hands, and every effort the British made in sending out ship after ship to compete with the Yankee ships in speed proved unsuccessful. The *Baring, John o'Gaunt, Euphrates, Monarch, and Foam*, which appeared successively in Chinese waters, were on the whole a success; but the Americans and delivered their cargoes in better condition, but they could not come near their rivals in speed. The American ships had low hulls, great beam, very fine lines, and with yards so square as to spread a much larger amount of canvas in proportion to their tonnage than any vessel hitherto built. And the freights, too, that they received were very high, much more so than what the British vessels, then passing through a severe ordeal, were offered. The spirits of British shipowners were indeed at a low ebb, and it seemed almost hopeless to expect that British ship-builders could construct sailing-vessels of sufficiently fine lines to compete in speed with the *Oriental, Challenge, Bald Eagle, Sea Witch, Flying Cloud*, and other similar celebrated vessels.

Withal the British held steadily on and continued the struggle to maintain their trade with China, which they saw was gradually and annually slipping through their fingers. They were not discomfited. It was a dark time for them, but the darkest hour is just before the dawn. And the dawn took place in 1857 when on the 1st of September of that year the clipper *Ganges*, belonging to Leith, commanded by Captain Deas, left Whampoa for London, followed next day by the American clippers *Flying Cloud* and *Bald Eagle*, bound for the same port. It was a pre-arranged race between the three ships which aroused the greatest interest and excitement all over China wherever Europeans were. There were heavy bets, too, on the issue of the contest, the Americans, as was to be expected, being the favourites. The south-west monsoon being strong, the *Ganges* made a rather long passage to Anjer, in the Straits of Sunda, and Captain Deas was somewhat anxious as to the whereabouts of his two American friends. Much to his satisfaction, however, when he reached Anjer he found that neither of them had yet passed through the Straits. On the 16th December—107 days out—the *Ganges* arrived in the English Channel, without having got a glimpse of the Americans during the passage, and on the following morning was off Portland well inshore and under short sail, light winds from north-east and weather thick. About 8 a.m. the wind freshened and the haze cleared off, when lo and behold! what should be descried about three miles to windward of the *Ganges* but our two Americans having their Stars and Stripes flying for a pilot. Captain Deas at once hoisted signals for a pilot also, and, as by this time several pilot-boats were standing out from Weymouth, the *Ganges* being nearest inshore, got her pilot first, and the breeze had then considerably freshened.

"Anything broke, Mr. Beckley?"

"No bones, Stubbies—only this!"

The "stick-hunter" sniffted at the fragments of glass which the other fished carefully out of his pocket. "Landsake! Oh, well, sir, you have plenty of them left, at all events!"

Beckley, full of a new idea, went slowly up the ladder and peeped into his medicine-chest before he answered.

"Yes; and a good deal of the powder, too.

Lucky; for I rather think I'm going to give *Baldie* a dose of the biggest doses on record."

"No! the brute's only too well. I want to make him sick. Look here, Stubbies—do you know what's the matter between the Raja and Hafan?"

"Yes," said the wondering stick-hunter.

"Some argument about religion they had, and the old fool of a *duhun* (doctor) stuck it out against the Raja till Kimpus got wild and clapped him into limbo."

"Just so! Well, Kimpus is going to put

Persian and panther together; so you and I are first going to put the panther and a thumbing of opium together! See?"

Stubbies opened his mouth at the greatness of the idea—then shut it with a disappointed snap.

"Best bark I ever heard of, sir!—but it won't

help him. I can't poor landsman into *Baldie* as

hence her name."

Messrs. Jardine, Matheson & Co. then sent the *Stormy*, the *Chrysanthemum*, and the *Catania* out to Chinese waters, which proved

sleeter ships than any of the American vessels, were more strongly built, and by delivering their cargoes in better condition soon became favourites. Then in 1860 the fast clipper *Lord of the Isles*, commanded by Captain Maxton, beat everything in a race to London from Foochow, and from that time British sailing vessels by rapid gradations gained a complete ascendancy over all opponents in the China trade, and carried all before them, until they, in turn, were supplanted by British steamers. It so happened then that instead of American clippers bringing tea from China to supply the London market, English clippers only were engaged to load the early tea from China to New York. Nor was it in the China trade that British sailing ships so completely outstripped every other opponent. The ships belonging to the great lines to India, Australia, and New Zealand were marvellous specimens of grace and beauty, not surpassed in appearance by the finest yachts, and much more easy to handle. In speed, too, many of them were equal to the majority of the British clippers in the China trade, while as to strength, no sailing-vessels have been ever produced either in Great Britain or the United States that could be classed as their superiors. They were of the best material; put together by the most excellent and deftest workmanship that the world has ever seen; and when on the open ocean, skimming over their way under full sail in fine weather, or roaring along under reefed topsails in a gale, they were indeed "things of beauty" second to nothing else on earth.—*N. C. Daily News.*

MONSTERS OF THE SEA.

The biggest armour-clads in the world are the Italian *Malia* and *Lepanto*, sister ships, each of vessels of 14,150 tons displacement. Next to them come the monster British battleships of the *Royal Sovereign* class. These in turn will be surpassed by the *Magnificent* and *Majestic*, each of which will displace 14,000 tons. The largest armour-clad which the French flag floats is the *Admiral Raudin* of 11,900 tons, and next to her is the *Lazare Carnot*, only eighty tons smaller. Germany's largest armour-clad is the *Blundenburg*, of 10,000 tons.

Austria has never built any armour-clads save those of moderate dimensions, her largest, the *Tegel*, being of 9,300 tons. Spain's interest in the *Playa*, of 9,000 tons, The three United States battleships of the first class, which have been launched, are of the *Virginia* class, which have a length of 300 feet, a beam of 40 feet, and a displacement of 11,456 tons, four Americans aggregating 6,911 tons—one of which, the *Roanoke*, is herself 3,616 tons—Siam-ese barque of 656 tons, and a Japanese barque.

In the east, as in China, as is well known, great rivalry and competition existed between the British and the Americans as to who should obtain the lion's share of the carrying-trade from China to England as well as to the United States, and for a time—until 1856, at any rate, Brother Jonathan carried the laurels, much to the unshiness of British shipowners, who were for a year or two subsequent to the repeal of the Navigation Laws in 1850 rather a despondent state, and consequent upon the Act coming into force at the beginning of 1850 many of them had sold their ships to foreigners and abandoned the ocean as a field of enterprise altogether.

The American vessels, owing to their excellent sailing capabilities, had the China trade, both to England and the States, in their hands, and every effort the British made in sending out ship after ship to compete with the Yankee ships in speed proved unsuccessful. The *Baring, John o'Gaunt, Euphrates, Monarch, and Foam*, which appeared successively in Chinese waters, were on the whole a success; but the Americans and delivered their cargoes in better condition, but they could not come near their rivals in speed. The American ships had low hulls, great beam, very fine lines, and with yards so square as to spread a much larger amount of canvas in proportion to their tonnage than any vessel hitherto built. And the freights, too, that they received were very high, much more so than what the British vessels, then passing through a severe ordeal, were offered. The spirits of British shipowners were indeed at a low ebb, and it seemed almost hopeless to expect that British ship-builders could construct sailing-vessels of sufficiently fine lines to compete in speed with the *Oriental, Challenge, Bald Eagle, Sea Witch, Flying Cloud*, and other similar celebrated vessels.

TWO OF A TRADE.

Beckley stared, and Kamsut repeated:— "The panther I gave thee I would have thee lend me again for a space. Art thou dumb?" "Thou shall have him, Raja—and willingly. But thou knowest?"

"That thou wouldst send the beast to thine country! Well, I will harm him not. And I will answer the question thou hast not asked. That Sultan of the ancients thou didst speak of—he who cast unto wild beasts the founders of the Christian faith?"

"Nero?"

"Ay, Nero. Well, I would do with an unbeliever as Nero did. Thou knowest Hafan?"

"Surely, Raja! But Hafan is of thine own faith!"

"A blaspheming dog he is—who revileth the Commander of the Faithful! Yet, since he is in some sort a Muslim, I will not take his head. But with the panther will I shut him up. Let the beast spare him, if he will be the will of Allah!"

Now, since in Rubianak the will of Allah meant pretty much the will of Kamsut, further discussion was risky, and Beckley went away, wondering what it all meant. Kamsut—autocratic as Fate—was also just with a fierce justice. The old Persian must have given him some serious offence.

"Persian! Why, that's the clue! The Persians are mostly Shihabs—don't acknowledge the Sultan of Turkey as the Caliph. And Kamsut wants to play Nero!—or is it Henry VIII?"

Ruminating thus upon the eternal schemes of human nature, the naturalist missed a step of his house-ladder, fell, and sat so long upon the ground that Stubbies came hurriedly down the ladder.

"Anything broke, Mr. Beckley?"

"No bones, Stubbies—only this!"

The "stick-hunter" sniffted at the fragments of glass which the other fished carefully out of his pocket. "Landsake! Oh, well, sir, you have plenty of them left, at all events!"

Beckley, full of a new idea, went slowly up the ladder and peeped into his medicine-chest before he answered.

"Yes; and a good deal of the powder, too.

Lucky; for I rather think I'm going to give *Baldie* a dose of the biggest doses on record."

"No! the brute's only too well. I want to

make him sick. Look here, Stubbies—do you

know what's the matter between the Raja and Hafan?"

"Yes," said the wondering stick-hunter.

"Some argument about religion they had, and the old fool of a *duhun* (doctor) stuck it out against the Raja till Kimpus got wild and clapped him into limbo."

"Just so! Well, Kimpus is going to put

Persian and panther together; so you and I are

first going to put the panther and a thumbing

of opium together! See?"

Stubbies opened his mouth at the greatness of the idea—then shut it with a disappointed snap.

"Best bark I ever heard of, sir!—but it won't

help him. I can't poor landsman into *Baldie* as

hence her name."

"There need be no landsman in the matter any more than there'll be any 'lark' in it, if Kamsut finds us out. Only for that I'd poison the brute outright! Look here!—this is opium. Strong dose for a man—two grains; so our 'potted friend's' prescription shall run, Pow'-grains 6! 'Sine mort,' too, friend Stubbie—without delay! Get me a lump of pork!"

The Bornean panther—smaller than the Indian—carries probably as much devil to his size as any created thing. So, when the Raja's *huk* brought over a party of bears to carry the beast away, cage and all, they went to work like men with candles in a powder-magazine. But the creature—flattened out, cat-like, on the floor—regarded them with such sleepy indifference that they grew foolishly, and one of them poked a stick into Beckley's orange-coloured stomach. Like a flash of lightning the brute's like fore-arm was through the bars, and the man rolled over with four razor-gashes on his dusky shoulder. The others laughed, and the fellow lay and screeched till the *huk* kicked him. "Arise, beast! and let *Bekk* fawn dress thy wound. As for Hafan, he will dress no more wounds. If he once goeth inside that cage!"

Kamsut sat beneath the *Tak* of judgment, and pointed to the simpering panther—motionless as an image, but for the scarce-seen heaving of his white-margined flanks.

"Look now, Hafan, upon that beast, and ponder well thy words! The Sultan of Turkistan—upon whose name be peace!—be the Holy Head of Isha!—the Caliph of the True Believers! It is not so?"

Slender, long-armed, small-featured, and silver-bearded—the Persian physician stood boldly up—the frail environment of an indomitable soul. Calmly he looked upon the sleeping panther and calmly upon the Raja; then he spit upon the ground.

"Thus do I spit upon the head of him whom thou ignorantly misleadest the Commander of the Faithful! Do thy worst!—I—thou and thy fellow-beast!"

"On thy head be it!" said Kamsut. "In with him!"

"I suppose this old chap's pretty safe?" Sinha whispered to Beckley, as the Persian was hauled up to the top of the cage.

"Safe for hours! The opium's got 'firm hold'!"

Breathlessly watched, for all that as the unlucky *duhun*—not ruddy through the roof-trap—fell upon the elastic body of the panther. Nought moved but a twitching of the tail; the old man scrambled from his terrible cushion, and Kamsut sprang to his feet.

"A spear!" he shouted. "Bring a spear! and make the lazy brute feel it!"

Prod after prod was given with a *Dyak* spear, but not till the broad head was plunged half out of sight into the spotted hide did the brute give a snarled snarl and roll lazily over. The wicked green eyes opened for a moment upon the man within reach, a half-delivered sweep of the paw made a long rent in the Persian's robe, then again the huge cat lay motionless as stone. The Raja walked half way to the cage—turned then, and fixed a baleful eye on Beckley. Stubbies breathed hard. "Now, for it!" Beckley heard him mutter, but the man of many dangers gave look to look, until Kamsut, with a short laugh, went back to his mat and sat down.

"Bring a spear!" he said. "Bring a spear! No need to ask that if thou didst that thing. Why?"

"To save, Oh Raja! This man's life?" By Alla, Beckley, thou movest me to laughter. Knownst thou not that this Hafan—this rival *duhun*—was jealous of thy skill?—that but for me he would now have poisoned thee or slain thee with the sword of darkness?"

"All this did I know, Raja—and I thank thee!"

Kamsut stood close to the bars while Hafan clambered into the cage again and coolly dragged one of the panther's eyelids away from the big green irs. "In cat's eyes, as thou knowest, Raja, the pupil is but a slit in sunlight. Yet behold how, in this creature—which is but a cat—the pupil staves, round and open, in the face of day, as it should do in the darkness. The Kim-ding doth this to man and beast."

"Come out, Oh Raja! I would speak to thee!"

"Thou knowest! Good! Tell me, then, thy thoughts, and then will I forgive—wherever else I may punish."

"The beast, Oh Raja, hath been given of iron—*iron*—the sleep-drug of the *Kin* (Chinese). Come with me to the cage and I will show thee!"

Kamsut stood close to the bars while Hafan clambered into the cage again and coolly dragged one of the panther's eyelids away from the big green irs. "In cat's eyes, as thou knowest, Raja, the pupil is but a slit in sunlight. Yet behold how, in this creature—which is but a cat—the pupil staves, round and open, in the face of day, as it should do in the darkness. The Kim-ding doth this to man and beast."

"Come out, Oh Raja! I would speak to thee!"

"Thou knowest! Good! Tell me, then, thy thoughts, and then will I forgive—wherever else I may punish."

"The beast, Oh Raja, hath been given of iron—*iron*—the sleep-drug of the *Kin</i*

